

PUBLIC



**Combined American Electric Power
Service Corporation (AEPSC) Panhandle
Transmission Project (26RPG008) and
Cross Texas Transmission (CTT)
Panhandle Reliability Transmission Plan
Project (26RPG016) – ERCOT Independent
Review (EIR) Study Scope**

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Regional Planning Group (RPG) Meeting
July 21, 2026

Introduction

American Electric Power Service Corporation (AEPSC) submitted the Panhandle Transmission Project (26RPG008) for Electric Reliability Council of Texas' (ERCOT) Regional Planning Group (RPG) review in February 2026

- This is a Tier 1 project with an estimated cost of approximately \$11.485 billion and will require a Certificate of Convenience and Necessity (CCN)
- Estimated in-service date (ISDs) is 2031
- This project is proposed to serve the large loads (over 25 GW) with letters of agreement (LOAs) in Panhandle region in the North and West Weather Zones

RPG Study Mode

- Comments were received during the comment period, and the project was placed in study mode on March 18, 2026
- Response was provided by AEPSC to address the consolidated comments received
- Study mode was extended to May 8, 2026 to allow for sufficient time for the review of all responses
- AEPSC provided the updated cost estimates for this project

The project is currently under ERCOT Independent Review (EIR)

Introduction (continued)

Cross Texas Transmission (CTT) submitted the Panhandle Reliability Transmission Plan (26RPG016) for ERCOT RPG review in April 2026

- This is a Tier 1 project with an estimated cost of approximately \$4.1 billion and will require a Certificate of Convenience and Necessity (CCN)
- Estimated in-service date (ISDs) is 2031
- This project is proposed to serve the large loads (3,560 MW) with letters of agreement (LOAs) in Panhandle region in the North Weather Zone

RPG Study Mode

- Comments were received during the comment period, and the project was placed in study mode on May 13, 2026
- Response was provided by CTT and ERCOT to address the consolidated comments received

This project is currently under a single ERCOT Independent Review (EIR) by combining two projects (26RPG008 and 26RPG016)

Highlights of Loads

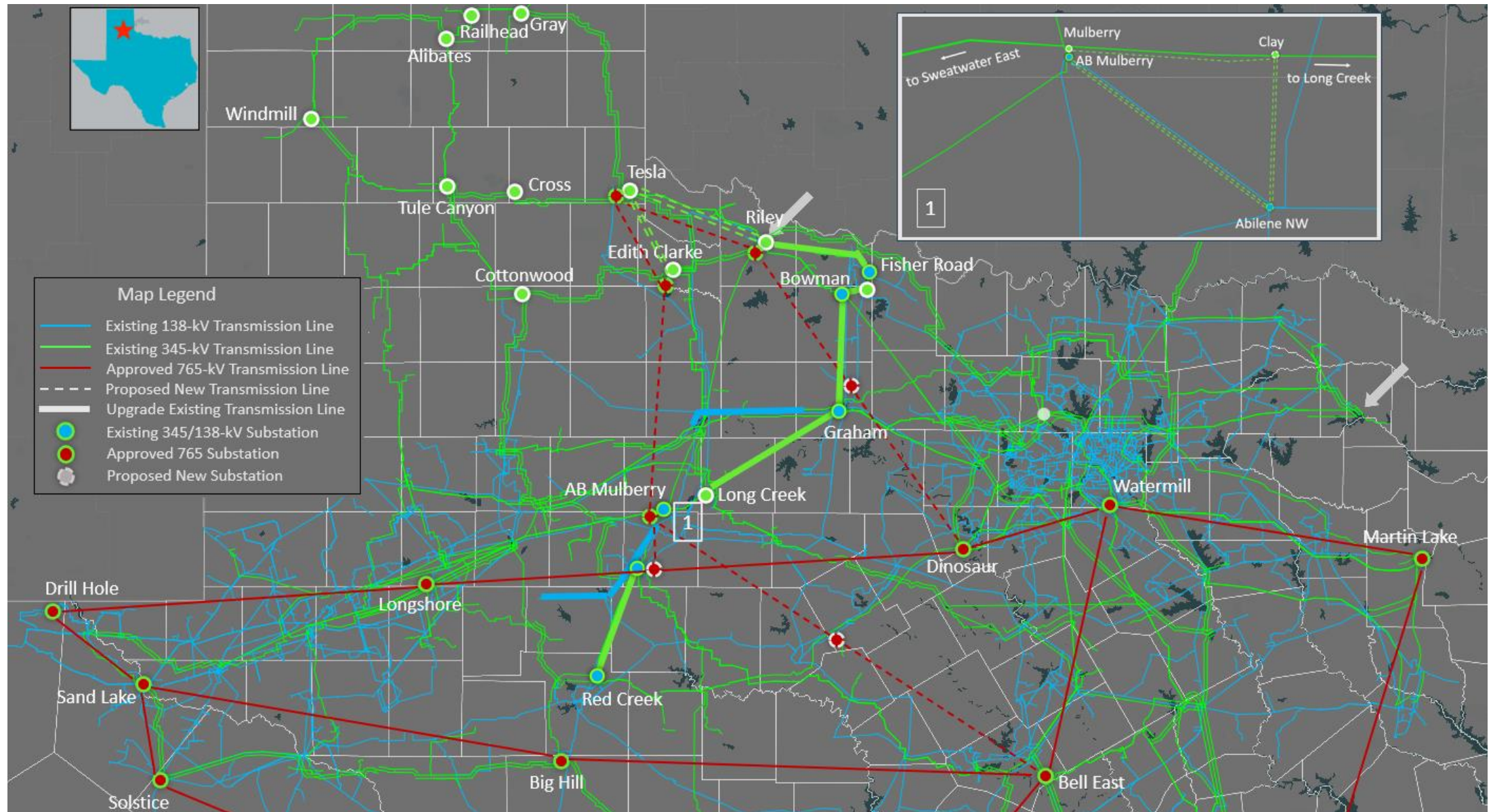
Stakeholders commented on including additional large loads in the Panhandle region during the comment period

- ERCOT sent a Request for Information (RFI) to the entities for additional large loads
- ERCOT has not received all the requested data yet

The total large loads in the Panhandle region provided by TSPs exceed 78 GW in this combined EIR

- ERCOT is still working on validating the loads to be evaluated in this EIR
- Welcome stakeholders' comments

Map of the Project Proposed by AEPSC



Summary of the Project Proposed by AEPSC

Seven (7) New 765-kV Substations

- Mulberry 765-kV substation with three (3) 765/345-kV transformers
- Nikola/Tesla 765-kV substation with four (4) 765/345-kV transformers
- Riley 765-kV substation with three (3) 765/345-kV transformers
- Edith Clarke 765-kV substation with three (3) 765/345-kV transformers
- Dino Long 765-kV substation
- Two Midline 765-kV substations

New 765-kV Single-Circuit Transmission Lines

- Mulberry to Dino Long 765-kV line, approximately 28 miles
- Mulberry to Bell East 765-kV line, approximately 222 miles
- Mulberry to Edith Clarke 765-kV line, approximately 118 miles
- Edith Clarke to Nikola 765-kV line, approximately 42 miles
- Nikola to Riley 765-kV lines, approximately 70 miles
- Riley to Dinosaur 765-kV lines, approximately 175 miles

New 345-kV Double-Circuit Transmission Lines

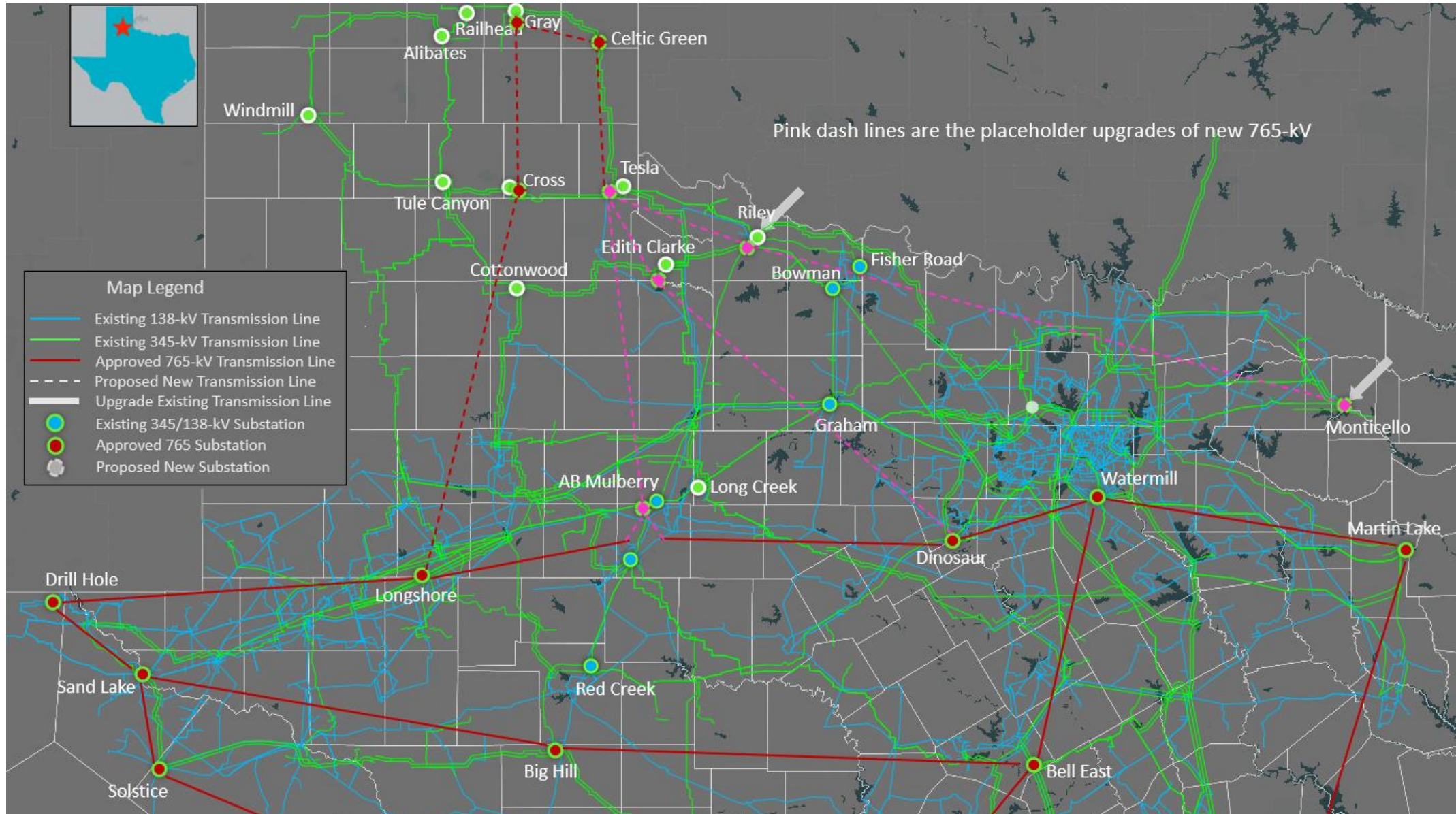
Existing Transmission upgrades

Detailed component list in [Appendix A](#)

Total estimated cost is approximately \$11.485 billion

Transmission Elements	Quantity
New 765-kV Substations	7
New 765/345-kV Transformers	13
New 765-kV Single-Circuit Lines (Miles)	655
New 765-kV Breakers	62
New 765-kV Shunt Reactors (MVar)	4,200
New 345-kV Substations	2
New 345/138-kV Transformers	2
New 345-kV Double-Circuit Lines (Miles)	124
New 345-kV Single-Circuit Line (Miles)	2
New 345-kV Breakers	~ 100
New 345-kV Shunt Capacitors (MVar)	2,550
New STATCOMs (MVar)	2,700
Upgrade existing 345-kV Lines (Circuit-Miles)	287
Upgrade existing 138-kV Lines (Circuit-Miles)	125

Map of the Project Proposed by CTT



Summary of the Project Proposed by CTT

Three (3) New 765-kV Substations

- Gray 765-kV substation with three (3) 765/345-kV transformers
- Celtic Green 765-kV substation with four (4) 765/345-kV transformers
- Cross 765-kV substation with three (3) 765/345-kV transformers

New 765-kV Single-Circuit Transmission Lines

- Gray to Celtic Green 765-kV line, approximately 40.2 miles
- Celtic Green to Tesla 765-kV line, approximately 69.2 miles
- Gray to Cross 765-kV line, approximately 99.6 miles
- Cross to Longshore 765-kV line, approximately 196.9 miles

Placeholder Improvement

- Seven (7) new 765-kV substations
- Sixteen (16) new 765/345-kV transformers
- New 765-kV single-circuit lines, approximately 764 miles

Detailed component list in [Appendix B](#)

Total estimated cost is approximately \$4.1 billion (exclude the placeholder improvement)

Transmission Elements	Quantity
New 765-kV Substations	3
New 765/345-kV Transformers	9
New 765-kV Single-Circuit Lines (Miles)	406
New 765-kV Breakers	30
New 765-kV Shunt Reactors (MVAR)	1,086

Transmission Elements Including Placeholder Improvement	Quantity
New 765-kV Substations	10
New 765/345-kV Transformers	25
New 765-kV Single-Circuit Lines (Miles)	1,170
New 765-kV Breakers	90
New 765-kV Shunt Reactors (MVAR)	5,286

Study Assumptions

Study Region

- The project is located in multiple counties in the North and West Weather Zones. All transmission elements in the North and West Weather Zones that are electrically close will be monitored

Steady-State Base Case

- Final [2025 RTP 2031 summer peak load case](#), published on Market Information System (MIS) on December 22, 2025, was updated to construct the study base case

Transmission Updates

- New transmission projects (listed in [Appendix C1](#)), based on February 2026 [Transmission Project and Information Tracking \(TPIT\) report](#) and/or recently approved RPG project, will be added to the base case
- Transmission project (listed in [Appendix C2](#)) identified in the 2025 RTP in the study area that has not been approved by RPG will be removed

Generation Updates

- New generation that met ERCOT Planning Guide Section 6.9(1) (listed in [Appendix D](#)) based on the [April 2026 Generator Interconnection Status \(GIS\) report](#) will be added to the study base case
- Any generation that cancelled but was included in the 2025 RTP 2031 case will be removed based on April GIS report
- Additional new generation will be added in the order of signed Interconnection Agreement (IA), completed Full Interconnection Studies (FIS) and no IA, and started FIS (only conventional units) to balance any new loads addition
- All generation will be dispatched consistent with the 2025 RTP methodology

Study Assumptions (continued)

Load and Reserve Updates

- Load will be evaluated and included in the study base case
- The reserve was maintained consistent with the 2025 RTP

Key Takeaway: Large amounts of new generation beyond ERCOT Planning Guide Section 6.9(1) requirement (signed IA, completed FIS, and Started FIS) would be needed to balance the new loads

Contingencies & Criteria

Contingencies for Study Region

- North American Electric Reliability Corporation (NERC) Reliability Standard TPL-001-5.1 and [ERCOT Planning Criteria](#)
 - P0 (System Intact)
 - P1, P2-1, P7 (N-1 conditions)
 - P2-2, P2-3, P4, and P5 (EHV only)
 - P3: (G-1+N-1) {G-1: list in [Appendix E](#)}
 - P6-2: (X-1+N-1) {X-1: list in [Appendix E](#)}

Criteria

- Monitor all 60-kV and above busses, transmission lines, and transformers in the study region (excluding generator step-up transformers)
- Thermal
 - Use Rate A for normal conditions
 - Use Rate B for emergency conditions
- Voltage
 - Voltages exceeding their pre-contingency and post-contingency limits
 - Voltage deviations exceeding 8% on non-radial load buses

Study Procedure

Need Analysis

- Due to the significant amounts of new loads in the area, new transmission project will be needed to serve the projected area load

Project Evaluation

- Project alternatives will be tested to satisfy the NERC and ERCOT reliability requirements
- ERCOT may also perform the following studies
 - Maintenance Outage Evaluation
 - Long-Term Load-Serving Capability Assessment
- TSP(s) will provide Cost and Feasibility Assessment

Additional Analyses for Preferred Option

- Generation Addition and Load Scaling Sensitivity Analyses
 - ERCOT Planning Guide Section 3.1.3(4)
- SSO Assessment
 - ERCOT Nodal Protocol Section 3.22.1.3(2)
- Congestion analysis may be performed based on the preferred transmission upgrades to ensure that the identified transmission upgrades do not result in new congestion within the study area

Deliverables or Next Step

Tentative Timelines

- Status updates at future RPG meetings
- Final recommendation – Q1 2027

Key Takeaway: Seek ERCOT BOD endorsement in 2027

Thank you!

Questions/Comments?

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Appendix

- Appendix A: AEPSC Proposed Project Details
- Appendix B: CTT Proposed Project Details
- Appendix C1: Transmission Projects to Add Base Case
- Appendix C2: Transmission to Remove from Base Case
- Appendix D: Generation to Add to Base Case
- Appendix E: G-1 Generators and X-1 Transformers List

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Appendix A: AEPSC Proposed Project

- Expand the existing AB Mulberry Creek 345-kV substation to create a new Mulberry Creek 765/345-kV substation. The 765-kV substation will be a double bus double breaker design with twelve (12) 765-kV breakers
 - Install three (3) new Mulberry Creek 765/345-kV autotransformers with normal and emergency ratings of at least 2,250 MVA and 2,588 MVA, respectively, for each autotransformer. The 765/345-kV autotransformer terminations will be distributed among the different 345-kV buses
 - Add two (2) 765-kV, 300 MVAR shunt reactors (100 MVAR/phase), total 600 MVAR
 - Expand the existing AB Mulberry Creek 345-kV substation to include three (3) bus sections with two (2) bus ties. The expansion will accommodate three (3) new autotransformer terminations, load point of interconnections (POIs), and proposed capacitor banks. Due to the addition of multiple bus sections, the 345-kV substation will be segmented using bus ties to limit the load connected to each section. This design limits load loss during a bus outage and accommodates the 1,000 MW limitation per load POI
 - Re-terminate the existing Bluff Creek to AB Mulberry Creek 345-kV double-circuit transmission line at a new AB Mulberry Creek 345-kV bus
 - Install three (3) 345-kV capacitor banks at the three bus sections that serves a load POI, total 1200 MVAR (450 MVAR in three 150 MVAR stages at bus 6235, 450 MVAR in three 150 MVAR stages at bus 966235, and 300 MVAR in two 150 MVAR stages at bus 966236)
 - Add three (3) 300 MVAR (total 900 MVAR) STATCOM at AB Mulberry Creek 345-kV substation
 - A total of twenty-five (25) additional 345-kV breakers will be installed including bus tie breakers between the breaker and half sections of the expanded substation

Appendix A: AEPSC Proposed Project (continued)

- Expand the existing Tesla 345-kV substation and build a new Nikola 765/345-kV substation adjacent to the existing Tesla 345-kV substation. The 765-kV substation will be a double bus double breaker design with twelve (12) 765-kV breakers
 - Install four (4) new 765/345-kV autotransformers with normal and emergency ratings of at least 2,250 MVA and 2,588 MVA, respectively, for each autotransformer. The 765/345-kV autotransformer terminations will be distributed among the different 345-kV buses
 - Add two (2) 765-kV, 300 MVAR shunt reactors (100 MVAR/phase), total 600 MVAR
 - Expand the existing Tesla 345-kV substation from two existing bus sections to three with three (3) additional bus ties. The expansion will accommodate four (4) new autotransformer terminations, four (4) new transmission line terminations, load POIs, and proposed capacitor banks. The existing breaker and half will be expanded and an additional Nikola 345-kV substation will be built adjacent to the existing Tesla 345-kV substation. Each 1,000 MW load POI served at the Tesla/Nikola substation will be distributed across the three bus sections
 - Install two (2) 345-kV capacitor banks at two bus sections, total 750 MVAR (450 MVAR in three 150 MVAR stages at bus 960510, 300 MVAR in two 150 MVAR stages at bus 960504)
 - Add three (3) 300 MVAR (total 900 MVAR) STATCOM at Tesla 345-kV substation
 - All the 345-kV substations are in a breaker and half configuration. A total of thirty-three (33) additional 345-kV breakers will be installed between the expanded Tesla and Nikola 345-kV substations

Appendix A: AEPSC Proposed Project (continued)

- Expand the existing Riley 345-kV substation to create a new Riley 765/345-kV substation. The 765-kV substation will be a double bus double breaker design with ten (10) 765-kV breakers
 - Install three (3) new 765/345-kV autotransformers with normal and emergency ratings of at least 2,250 MVA and 2,588 MVA, respectively, for each autotransformer
 - Add two (2) 765-kV, 300 MVAR shunt reactors (100 MVAR/phase), total 600 MVAR
 - The existing Riley 345-kV substation needs to be expanded to accommodate three (3) 765/345-kV autotransformer terminations, two (2) new transmission line terminations, and load POIs. The existing Riley substation is limited in expansion and therefore an additional Riley 2.0 substation is being scoped to include some of the new loads and re-terminations of existing transmission lines. Install five (5) bus ties to connect the existing Riley substation and Riley 2.0 345-kV substation
 - Re-terminate the existing Edith Clarke to Riley 345-kV double-circuit transmission line at Riley 2.0 345-kV substation
 - Add three (3) 300 MVAR (total 900 MVAR) STATCOM at Riley 345-kV substation
 - Additional twenty-five (25) 345-kV breakers will be added in a breaker and half configuration

Appendix A: AEPSC Proposed Project (continued)

- Expand the existing Edith Clarke 345-kV substation to create a new Edith Clarke 765/345-kV substation. The 765-kV substation will be a double bus double breaker design with ten (10) 765-kV breakers
 - Install three (3) new 765/345-kV autotransformers with normal and emergency ratings of at least 2,250 MVA and 2,588 MVA, respectively, for each autotransformer. The 765/345-kV autotransformer terminations will be distributed among the different 345-kV buses
 - Add two (2) 765-kV, 300 MVAR shunt reactors (100 MVAR/phase), total 600 MVAR
 - Expand the existing Edith Clarke 345-kV substation to accommodate three (3) 765/345-kV autotransformers and two (2) new transmission line terminations
 - Additional seven (7) 345-kV breakers will be added
- Construct a new Dino Long 765-kV substation by cutting into the approved Longshore to Dinosaur 765-kV single-circuit transmission line. The substation will be a double bus double breaker design with six (6) 765-kV breakers
 - Add two (2) 765-kV, 300 MVAR shunt reactors (100 MVAR/phase), total 600 MVAR
- Construct a new Dino Long to AB Mulberry Creek 765-kV single-circuit transmission line, with normal and emergency ratings of at least 6,625 MVA, which will require a new right of way (ROW) for approximately 10 miles

Appendix A: AEPSC Proposed Project (continued)

- Construct a new AB Mulberry Creek to Bell East 765-kV single-circuit transmission line, with normal and emergency ratings of at least 6,625 MVA, which will require a new ROW for approximately 222 miles
 - Add a midline 765-kV substation on the AB Mulberry Creek to Bell East 765-kV transmission line and add two 765-kV shunt reactors. The midline substation will have four 765-kV breakers: two on the high side of the shunts and two in-line breakers
- Construct a new AB Mulberry Creek to Edith Clarke 765-kV single-circuit transmission line, with normal and emergency ratings of at least 6,625 MVA, which will require a new ROW for approximately 118 miles
- Construct a new Edith Clarke to Nikola 765-kV single-circuit transmission line, with normal and emergency ratings of at least 6,625 MVA, which will require a new ROW for approximately 42 miles
- Construct a new Nikola to Riley 765-kV single-circuit transmission line, with normal and emergency ratings of at least 6,625 MVA, which will require a new ROW for approximately 70 miles
- Construct a new Riley to Dinosaur 765-kV single-circuit transmission line, with normal and emergency ratings of at least 6,625 MVA, which will require a new ROW for approximately 175 miles
 - Add a midline 765-kV substation on the Riley to Dinosaur 765-kV transmission line and add two 765-kV shunt reactors. The midline substation will have four 765-kV breakers: two on the high side of the shunts and two in-line breakers

Appendix A: AEPSC Proposed Project (continued)

- Construct a new Edith Clarke to Tesla 345-kV double-circuit transmission line, with normal and emergency ratings of at least 2,923 MVA for each circuit, which will require a new ROW for approximately 55 miles
- Construct a new Tesla to Riley 345-kV double-circuit transmission line, with normal and emergency ratings of at least 2,923 MVA for each circuit, which will require a new ROW for approximately 65 miles
- Construct a new Clay 345-kV substation by cutting into the existing Long Creek to Mulberry 345-kV transmission line, about 2 miles east of the existing Mulberry 345-kV substation
- Construct a new Clay to Mulberry 345-kV single-circuit transmission line with normal and emergency ratings of at least 2,923 MVA, which will require a new ROW for approximately 2 miles
- Expand the planned Morado 138-kV substation to create a new Morado 345/138-kV substation. The 345-kV substation will be a breaker and half configuration with ten (10) 345-kV breakers
 - Install two (2) new 345/138-kV autotransformers with normal and emergency ratings of at least 675 MVA, for each autotransformer
 - Install two (2) 300 MVAR (in two 150 MVAR stages) 345-kV capacitor banks, total 600 MVAR
 - The Morado 138-kV substation is the replacement for Abilene Northwest 138-kV substation and is located adjacent to the existing substation in RPG project 25RPG036

Appendix A: AEPSC Proposed Project (continued)

- Construct a new Clay to Morado 345-kV double-circuit transmission line, with normal and emergency ratings of at least 2,923 MVA for each circuit, which will require a new ROW for approximately 1.5 miles
- Construct a new AB Mulberry to Morado 345-kV double-circuit transmission line, with normal and emergency ratings of at least 2,923 MVA for each circuit, which will require a new ROW for approximately 2.6 miles

Appendix B: CTT Proposed Project

- Expand the existing Gray 345-kV substation to create a new Gray 765/345-kV substation. The 765-kV substation will be a double bus double breaker design with ten (10) 765-kV breakers
 - Install three (3) new Gray 765/345-kV autotransformers with normal and emergency ratings of at least 2403 MVA and 2772 MVA, respectively, for each autotransformer
 - Add two (2) 765-kV shunt reactors, 15 MVAR (5 MVAR/phase) and 108 MVAR (36 MVAR/phase), total 123 MVAR
- Expand the existing Cross 345-kV substation to create a new Cross 765/345-kV substation. The 765-kV substation will be a double bus double breaker design with ten (10) 765-kV breakers
 - Install three (3) new Cross 765/345-kV autotransformers with normal and emergency ratings of at least 2403 MVA and 2772 MVA, respectively, for each autotransformer
 - Add two (2) 765-kV shunt reactors, 108 (36 MVAR/phase) and 375 MVAR (125 MVAR/phase), total 483 MVAR
- Build a new Celtic Green 765/345-kV substation by cutting into the existing Gray to Tesla 345-kV double-circuit line, approximately 39 miles away of the existing Gray substation. The 765-kV substation will be a double bus double breaker design with ten (10) 765-kV breakers
 - Install three (3) new Celtic Green 765/345-kV autotransformers with normal and emergency ratings of at least 2403 MVA and 2772 MVA, respectively, for each autotransformer
 - Add two (2) 765-kV shunt reactors, 15 MVAR (5 MVAR/phase) and 45 MVAR (15 MVAR/phase), total 60 MVAR

Appendix B: CTT Proposed Project (continued)

- Construct a new Gray to Celtic Green 765-kV single-circuit transmission line, with normal and emergency ratings of at least 7,603 MVA, which will require a new ROW for approximately 40.2 miles
- Construct a new Celtic Green to Tesla 765-kV single-circuit transmission line, with normal and emergency ratings of at least 7,603 MVA, which will require a new ROW for approximately 69.2 miles
 - Add one (1) 765-kV shunt reactor, 45 MVA_r (15 MVA_r/phase)
- Construct a new Gray to Cross 765-kV single-circuit transmission line, with normal and emergency ratings of at least 7,603 MVA, which will require a new ROW for approximately 99.6 miles
- Construct a new Cross to Longshore 765-kV single-circuit transmission line, with normal and emergency ratings of at least 7,603 MVA, which will require a new ROW for approximately 196.9 miles
 - Add one (1) 765-kV shunt reactor, 375 MVA_r (125 MVA_r/phase) at Longshore 765-kV substation
- Loop the existing Gray to Alibates 345-kV transmission line into the existing Railhead 345-kV substation

Appendix B: CTT Proposed Project – Placeholder Improvements

- Construct new AB Mulberry, Tesla, Riley, Edith Clarke, and Monticello 765-kV substations
 - Install three (3) new 765/345-kV autotransformers at each new 765-kV substation. Each of the new 765-kV autotransformers will have with normal and emergency ratings of at least 2403 MVA and 2772 MVA, respectively
- Loop the approved Longshore to Dinosaur 765-kV single-circuit transmission line into the new AB Mulberry 765-kV substation, which will require a new ROW for approximately 7.2 miles
- Construct a new AB Mulberry to Tesla 765-kV single-circuit transmission line, with normal and emergency ratings of at least 7,603 MVA, which will require a new ROW for approximately 154.8 miles
- Construct a new Tesla to Edith Clarke 765-kV single-circuit transmission line, with normal and emergency ratings of at least 7,603 MVA, which will require a new ROW for approximately 42 miles
- Construct a new Edith Clarke to Dinosaur 765-kV single-circuit transmission line, with normal and emergency ratings of at least 7,603 MVA, which will require a new ROW for approximately 194.4 miles
 - Add a third 765/345-kV transformer at Dinosaur with normal and emergency ratings of at least 2403 MVA and 2772 MVA, respectively
- Construct a new Tesla to Riley 765-kV single-circuit transmission line, with normal and emergency ratings of at least 7,603 MVA, which will require a new ROW for approximately 70 miles

Appendix B: CTT Proposed Project – Placeholder Improvements (continued)

- Construct a new Riley to Monticello 765-kV single-circuit transmission line, with normal and emergency ratings of at least 7,603 MVA, which will require a new ROW for approximately 295.2 miles

Appendix C1: Transmission Projects Added

TPIT	Project Name	Tier	Project ISD	County(s)
To be evaluated later				

Appendix C2: Transmission Project Removed

RTP Project ID	Project Name	County(s)
To be evaluated later		

Appendix D: New Generation Project Added – Met 6.9 (1)

GINR	Project Name	Fuel	Project COD	Max Capacity (~MW)	County
19INR0002	Grandfalls Solar	SOL	07/01/2027	175.6	Upton
21INR0265	Sisters Solar	SOL	05/31/2027	301.6	Ector
22INR0350	Sadow Solar	SOL	06/01/2028	287.2	Milam
22INR0503	Tidwell Prairie II Batt	OTH	06/01/2026	203.6	Robertson
22INR0504	Barton Branch IA	OTH	03/01/2026	203.6	Robertson
23INR0231	Rocinante Solar	SOL	03/16/2027	95.3	Gonzales
24INR0136	Eagle Springs Storage	OTH	12/31/2026	33.1	Delta
24INR0137	Eagle Springs Solar	SOL	12/31/2026	77.2	Delta
24INR0210	Raven Storage	OTH	07/31/2026	101.4	Wharton
24INR0442	Midnight Sun Energy Storage	OTH	06/29/2028	510.0	Crockett
24INR0485	Rutile BESS	OTH	03/31/2028	100.7	Runnels
25INR0101	Drake BESS	OTH	07/14/2026	257.3	Collin
25INR0112	August Draw Solar	SOL	06/27/2028	250.0	Reeves
25INR0368	Echols Grove, LLC	SOL	04/03/2027	201.2	Lamar
25INR0432	Brotherton Storage	OTH	05/01/2027	176.1	Anderson
25INR0628	Carolina Storage Wichita Falls	OTH	08/01/2028	202.0	Archer
26INR0250	Duffy BESS	OTH	12/31/2026	241.1	Matagorda
26INR0255	Operation Sunshine	SOL	03/12/2028	603.2	Concho
26INR0357	Operation Sunshine Storage	OTH	03/12/2028	409.8	Concho
26INR0380	Pepper Solar Farm	SOL	09/20/2027	120.9	McLennan

Appendix D: New Generation Project Added – Met 6.9 (1) (continued)

GINR	Project Name	Fuel	Project COD	Max Capacity (~MW)	County
26INR0530	Longview Wind	WIN	12/01/2028	352.6	Dawson
27INR0076	Bob Creek Wind	WIN	07/01/2028	240.0	Sterling
27INR0126	Corvus Solar	SOL	11/12/2028	201.5	Webb
27INR0224	Leopard BESS	OTH	06/29/2028	264.2	Victoria
27INR0383	Windjammer Windpower	WIN	12/31/2028	292.6	Glasscock
27INR0389	Sugaree Solar	SOL	09/21/2028	251.4	Maverick
27INR0435	Clairemont Solar 1	SOL	02/13/2029	251.8	Kent
27INR0465	Althea Storage	OTH	09/21/2028	251.3	Maverick
28INR0037	Bullring Wind 1	WIN	06/30/2028	303.5	Starr
28INR0038	Bullring Wind 2	WIN	06/30/2028	303.8	Starr
28INR0039	Bullring Wind 3	WIN	06/30/2028	190.4	Starr
28INR0127	Half Moon Solar	SOL	07/01/2029	512.5	Starr
28INR0154	Pamela Heights I	OTH	07/20/2026	101.7	Harris
23INR0232	Hoke Storage	OTH	03/16/2027	33.2	Gonzales
23INR0421	Bee Branch IA	OTH	06/01/2027	200.5	Robertson
25INR0143	Ariji BESS	OTH	06/28/2027	100.3	Howard
25INR0430	Hackberry Creek Solar	SOL	07/01/2028	175.5	Mitchell
26INR0033	Fairway Storage	OTH	09/24/2027	120.3	Freestone
26INR0116	Falcon Zapata Storage 138	OTH	03/11/2028	200.8	Zapata
27INR0313	Spindletop Solar	SOL	12/29/2027	286.0	Nacogdoches

Appendix D: New Generation Project Added – Met 6.9 (1) (continued)

GINR	Project Name	Fuel	Project COD	Max Capacity (~MW)	County
28INR0072	Mirando Valley Wind	WIN	07/06/2028	478.7	Jim Hogg
28INR0176	Gail Mountain Solar	SOL	08/25/2028	244.4	Borden
28INR0434	Viento Bravo Wind	WIN	07/06/2028	366.5	Jim Hogg
29INR0003	Aurelius Solar	SOL	06/30/2028	1124.2	Deaf Smith
29INR0004	Aurelius Wind	WIN	06/30/2028	621.6	Deaf Smith
29INR0025	Skyrider Wind	WIN	07/01/2028	370.0	Pecos
29INR0040	Gusty Windpower	WIN	12/31/2028	208.5	Glasscock
29INR0147	Selenite Springs Solar	SOL	08/30/2028	253.0	Pecos
30INR0018	Big Canyon Wind	WIN	07/01/2030	1500.0	Pecos
30INR0058	Springfield Solar	SOL	08/30/2028	400.0	Pecos
21INR0371	Pecan Prairie South	SOL	05/01/2027	133.0	Leon
26INR0098	Douie Solar	SOL	04/18/2028	221.2	Freestone
26INR0440	Hamby Solar	SOL	06/27/2028	205.8	Jones
28INR0013	Varadero Solar	SOL	04/01/2029	206.0	Limestone

Appendix E: G-1 Generators and X-1 Transformers List for Group 3 Analyses

Generator	Transformer
To be evaluated later	To be evaluated later